



Chapter 4

Information Plan

This chapter establishes trail signage and wayfinding standards. It also presents concepts for the interpretation of cultural and historical resources throughout the trail network.

Information Plan

Signage and graphic types

Signs and graphics should work together as a coordinated system to create an identity for the Lewis and Clark Multi-Use Trail, attract interest from the traveling public who are not familiar with the trail, and guide and inform people who intend to use and enjoy the facility and the varied experiences it provides. Signing and graphics for the Lewis and Clark Multi-Use Trail should convey information related to regulations and safety, wayfinding, and interpretation.

Regulatory and Safety Signing, Signals and Striping

Standardized designs and placement guidelines for signs, signals, pavement markings are provided in national and state guidelines adopted by the Iowa Department of Transportation and used by local agencies across the state. For instance, signs such as stop, speed, curve ahead and narrow roadway signs are nationally recognized messages conveying clear direction to all roadway users. Regulatory and warning signs, signals and striping related directly to bicycling and pedestrians include: share the road, bicycles in roadway, crosswalk ahead and other messages cautioning non-motorized roadway users, warning motorists they should expect to encounter vulnerable roadway users (Figure 1), and advising proper lane usage (Figure 2).

Placement

Guidelines for usage and placement of the standard warning and regulatory signing can be found in the Manual of Uniform Traffic Control Devices (MUTCD) and are not repeated here.

Wayfinding

Wayfinding aids such as destination signs, route markers and maps assist users in navigating a route, finding interesting features and arriving at their destinations. In contrast to a simple linear roadway connecting one place to another, the proposed Lewis and Clark Multi-Use Trail is a complex network of roadways, loops and off-road trails exploring a wide corridor over 150 miles long.

Many LCT users will use it in segments and smaller loops rather than traveling the whole length of the system at one time. Users of the trail need information on accessing distance as well as nearby destinations, details on how to get from one place to another and to find points of interest along the route. The 2009 MUTCD (mentioned above) provides useful but limited guidance on basic wayfinding, including standards for route markers (Figures 3) and destination signs (Figure 4) to direct users from place to place.

Trail and scenic byway proponents often choose to develop customized route markers and wayfinding signs to create a distinctive identity for the route and associated improvements. The Loess Hills National Scenic Byway for instance, which overlaps much of the Lewis and Clark Multi-Use Trail alignment, uses a simple pictograph (figure 5) as a recognizable logo and sign for identifying the route and designated side trips and loops.



Figure 1a-e: Some of the bicycle related signs included in the 2009 Manual of Uniform Traffic Control Devices (MUTCD), the most widely observed guideline for standardized signing, signals and roadway surface markings. See the current MUTCD, released in December 2009, for guidance related specifically to bicycles and pedestrians at: <http://mutcd.fhwa.dot.gov>.

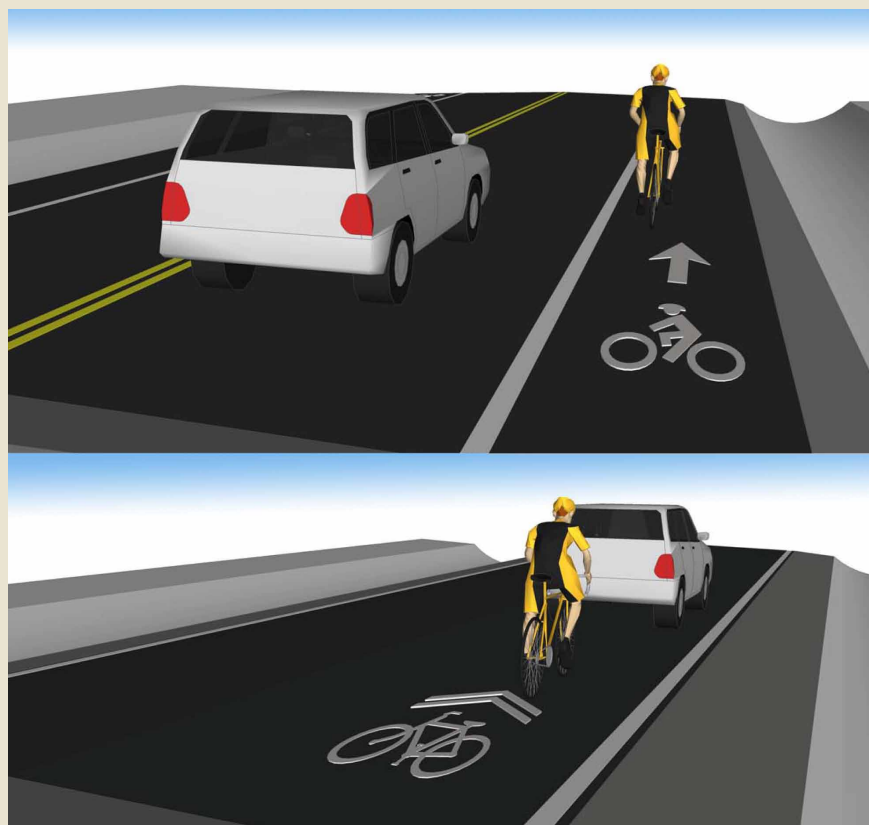


Figure 2: Pavement striping and stenciling of bicycle lanes (top) and Shared Lane Markings (bottom) as found in the latest 2009 MUTCD helps define space on the roadway and correct lane positioning for cyclist.

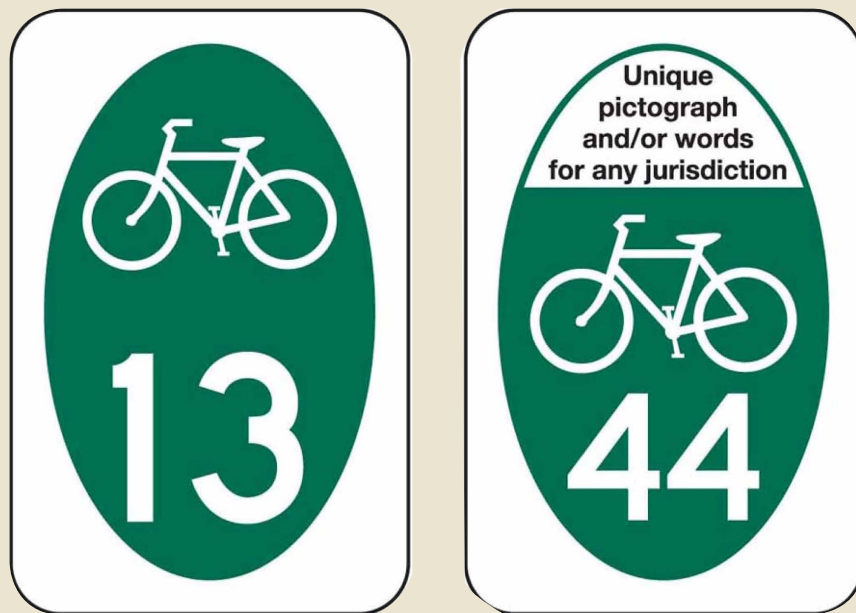


Figure 3



Figure 4



Figure 5

A distinctive Lewis and Clark Trail identifying sign should also evoke the landscape and essence of the study area. Figure 6 illustrates a concept for such a sign.

Placement and layout. Placement and layout of wayfinding signage is an more intuitive skill related to four goals: interception, redirection, reassurance, and welcoming travelers to a destination. Most wayfinding systems achieve these goals by carefully placing signs combined with directional arrows and mileage markings.

Interception Goal. To inform travelers of the presence of the Lewis and Clark Multi-Use Trail. Motorists and cyclists crossing the Lewis and Clark Multi-Use Trail may see the route and wayfinding signs and think to return to enjoy the route on a future trip. Junction signs (Figure 7) are used to intercept travelers crossing the route on state highways and major county roads and should be placed with street name signs or on posts preceding the intersection.

Redirection Goal. To inform travelers of a route decision, such as a turn at an intersection, or a choice between alternative routes. The Lewis and Clark Multi-Use Trail is a braided route that includes several loops and alternative connections. Redirection is used to help travelers stay on the route through intersections and forks in the road, and to decide between alternatives. Redirection signing will help route users decide which alternative to follow based on distances, destinations and features along the way. The wayfinding signs in combination with route markers should be placed in advance of decision points and should include distances to intermediate and distant destinations.

Reassurance Goal. To inform route users that they are on the correct road or trail. Soon after intersections and on long stretches between signs, travelers need reassurance that they are on the right road, and on their way to the correct destination. Route signs (Figure 6), or route signs with wayfinding distance signs can fulfill this basic need.

Welcoming Goal. To inform the traveler of arrival at a destination or to explore nearby sub-destinations. These symbols, and dozens of other pictogram, are standard graphics proposed by the Bureau of Land Management as a coordinated approach to identifying outdoor recreation sites and points of interest.



Figure 6: Proposed sign for the Lewis & Clark Trail.

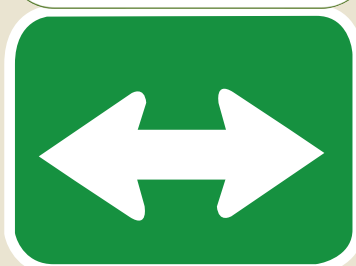


Figure 7: Route junction signs intercept travelers and inform them that they are intersecting the LCT.



Figure 8: Route turn signs inform travelers on the LCT how to stay on the route through intersections.

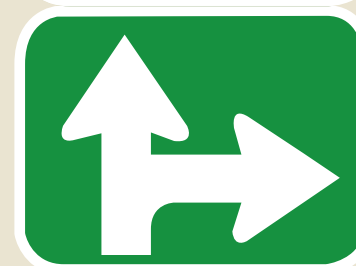


Figure 9: In combination with way-finding signs, this configuration helps travelers decide between alternative choices.

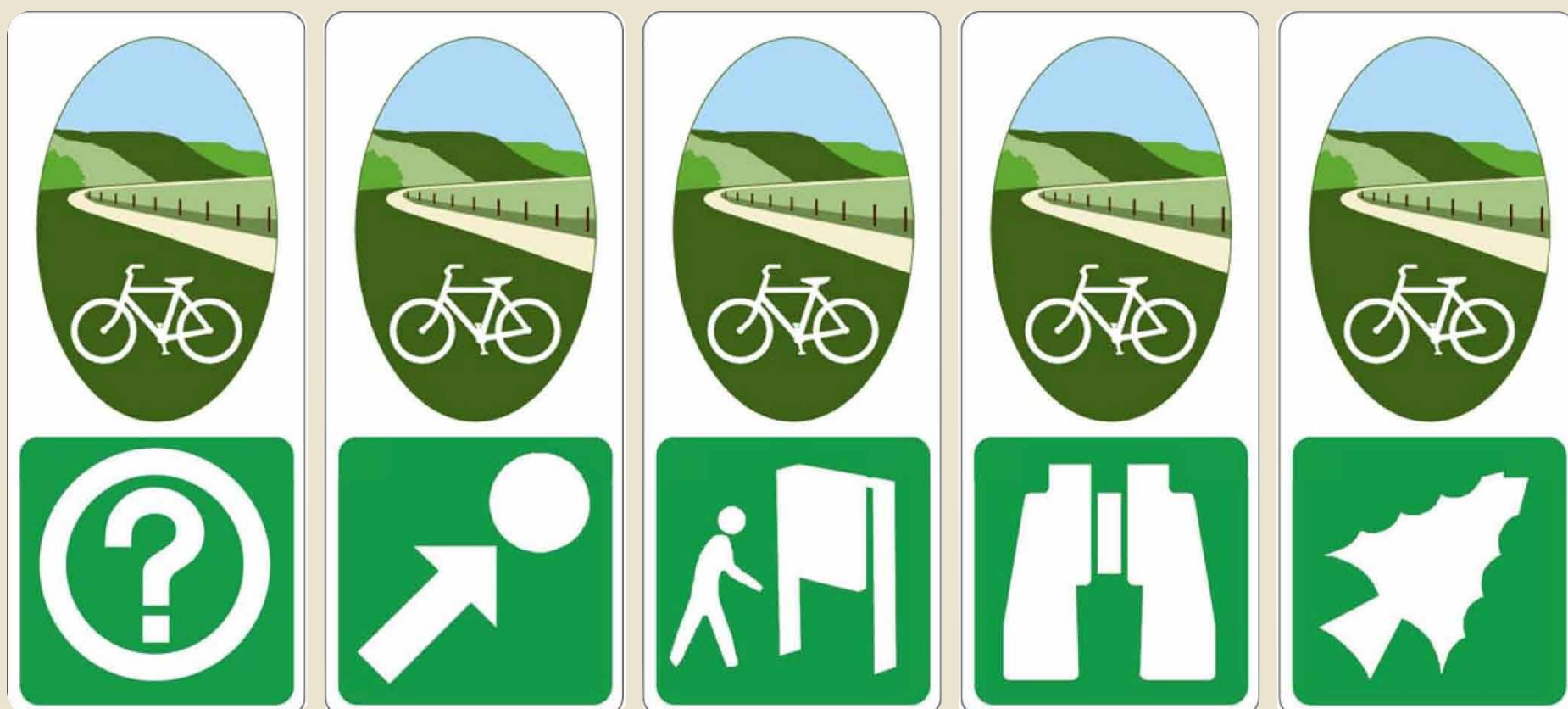


Figure 10: Welcome signs identify points of interest and other interim destinations: Information, Point of Interest, Interpretive Wayside, Viewpoint, Archeology Site (based on the International Symbol standard adopted by the Bureau of Land Management. www.blm.gov/nstc/mapstandards/intlsym.html)

A background map of the Lewis and Clark Multi-Use Trail area, showing a network of roads and trails. The map is overlaid with a grid of lines, and a dark red banner is positioned across the top right. The text "Information Plan Maps" is written in white on this banner.

Information Plan Maps

INTERPRETATION

Interpretation is the art of making evident things that are not obvious. It is storytelling that can simply inform a visitor, educate them, or inspire them to become deeply engaged.

The territory of the Lewis and Clark Multi-Use Trail includes remarkably diverse interpretive opportunities, including local, state and nationally significant natural and cultural resource stories. Many are well known, drawing interest from international travelers, such as the Lewis and Clark Voyage of Discovery from St Louis to the Pacific and back. Others are more subtle such as the Loess Hills or the artificial channelization of the Missouri River that obscures the once wandering natural course of the channel. Still others are yet to be fully understood such as the earth dwellings of ancient Native American societies found near Glenwood.

An existing collection of independent efforts by federal, state and local agencies augmented by local enthusiasts and boosters provide a wide variety of interpretive markers, maps, signs, displays, museums and information centers across the study area, other opportunities await development or are known only to experts and through local knowledge.

The accompanying maps (Maps 1 through 6) identify some of the stories and locations that helped guide the selection of the Lewis and Clark Multi-Use Trail route. The stories are grouped into four broad categories: Lewis & Clark, Native American, Historic Resources and Natural Resources. The brief

interpretive story line descriptions on the maps are color coded to help readers identify the categories that interest them.

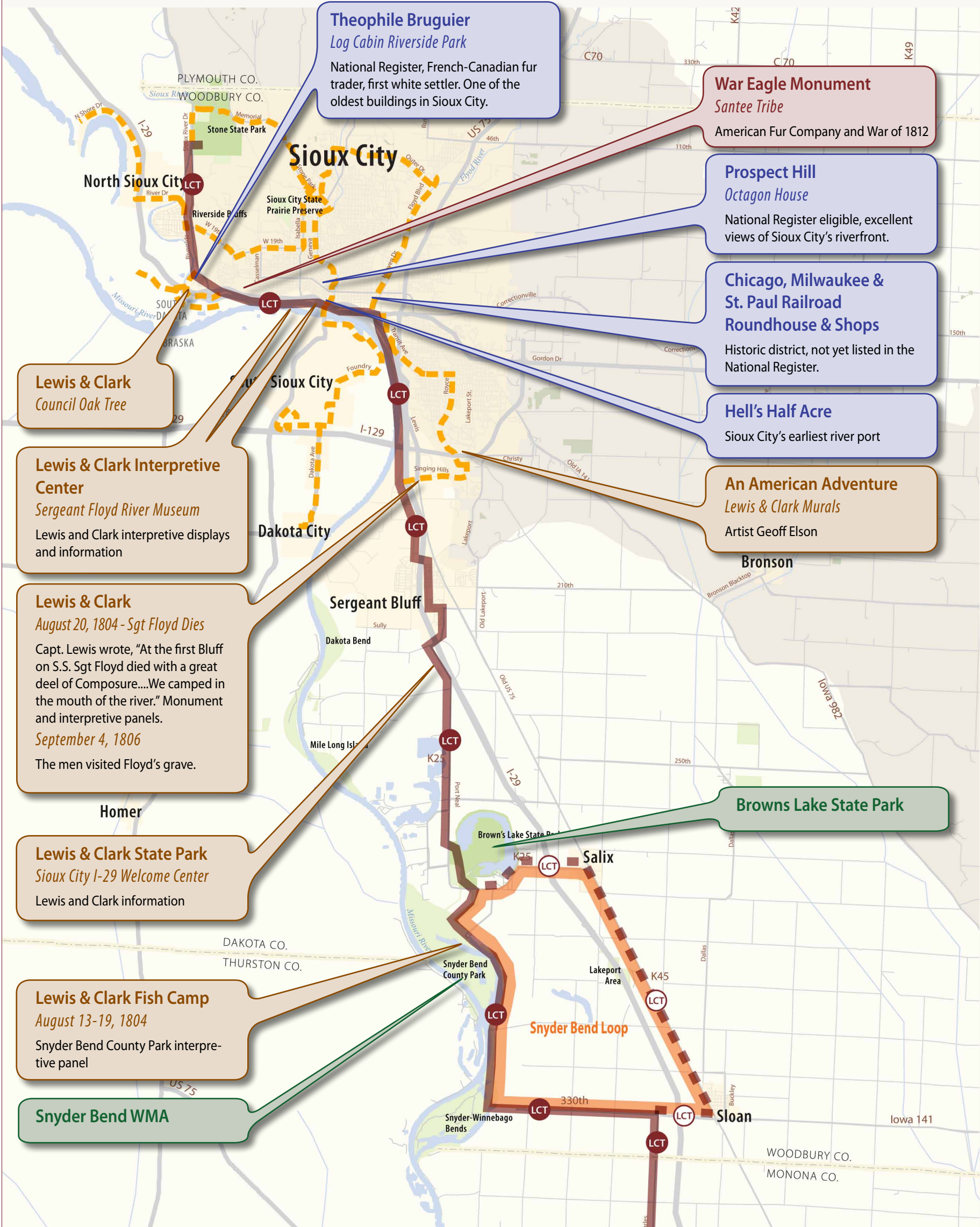
Interpretation and Wayfinding

The Lewis and Clark Multi-Use Trail can enrich the experience of the study area through a wayfinding and information effort that complements existing interpretive facilities and staff without duplicating effort. As a transportation corridor, the LCT can help tell the geographic stories, and link widely spaced sites and elements into a coordinated tale of how the landform and cultures interacted over time.

With so many existing interpretive sites, developed and operated by a variety of agencies and organizations, the role of the LCT should be one of connection and wayfinding rather than development and delivery of information, functions already provided by others. The welcome signs above (Figure 10) suggest a system of wayfinding graphics that inform Lewis and Clark Multi-Use Trail users of the location and character of interpretive sites and points of interest.

In conjunction with maps or brochures, these signs and the information found at the sites can form a theme-based interpretive network that attracts, informs and engages communities, agencies and residents throughout the area while providing an attractive and educational experience for users and neighbors of the Lewis and Clark Multi-Use Trail.

WOODBURY COUNTY



MONONA COUNTY

STORYLINE DESCRIPTION

- Lewis & Clark
- Historic
- Native American
- Natural Resources

Badger Lake

Lewis & Clark Campsite
August 10, 1804

The Expedition camped on the starboard side across from the grave of Marhar (Omaha) Chief Blackbird. "We landed at the foot of the hill on which BlackBird the late King of the Mahar (Omahas) was buried 4 years ago."

Loess Hills State Forest

Unique geologic formation and diversity and abundance of plant & wildlife species

Monona County Historical Museum Kiwanis Railroad Depot Museum
In City Park

Lewis & Clark Campsite
August 9, 1804
Precise location not known.

Lewis & Clark State Park
"Coupee a Jacques"

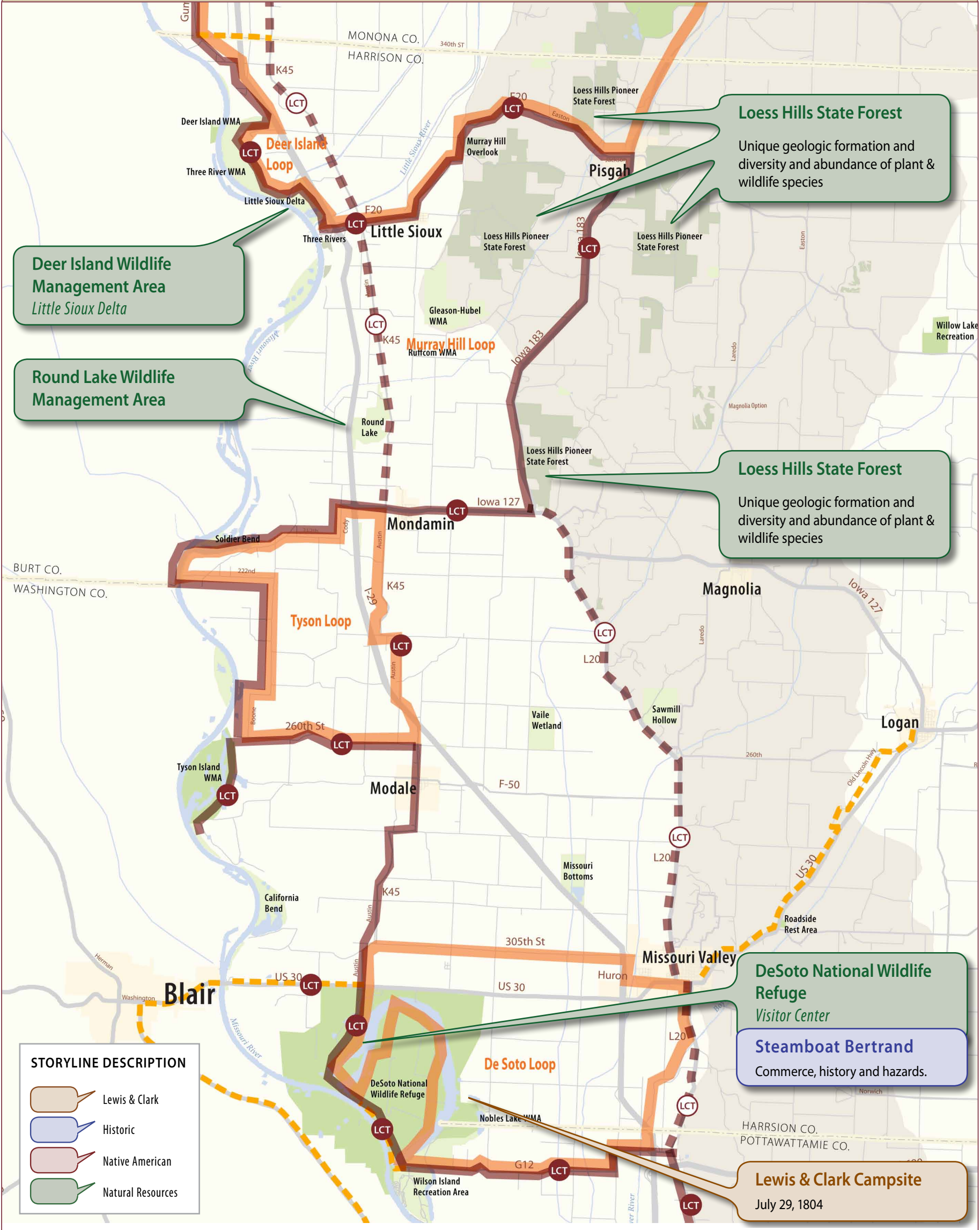
Blue Lake, an oxbow of the 1804 Missouri River channel where the Expedition faced difficult navigation through fog and snags. Authentically reproduced keelboat and red and white pirogue boats on display. The annual Lewis and Clark Festival in June.

Louisville Bend

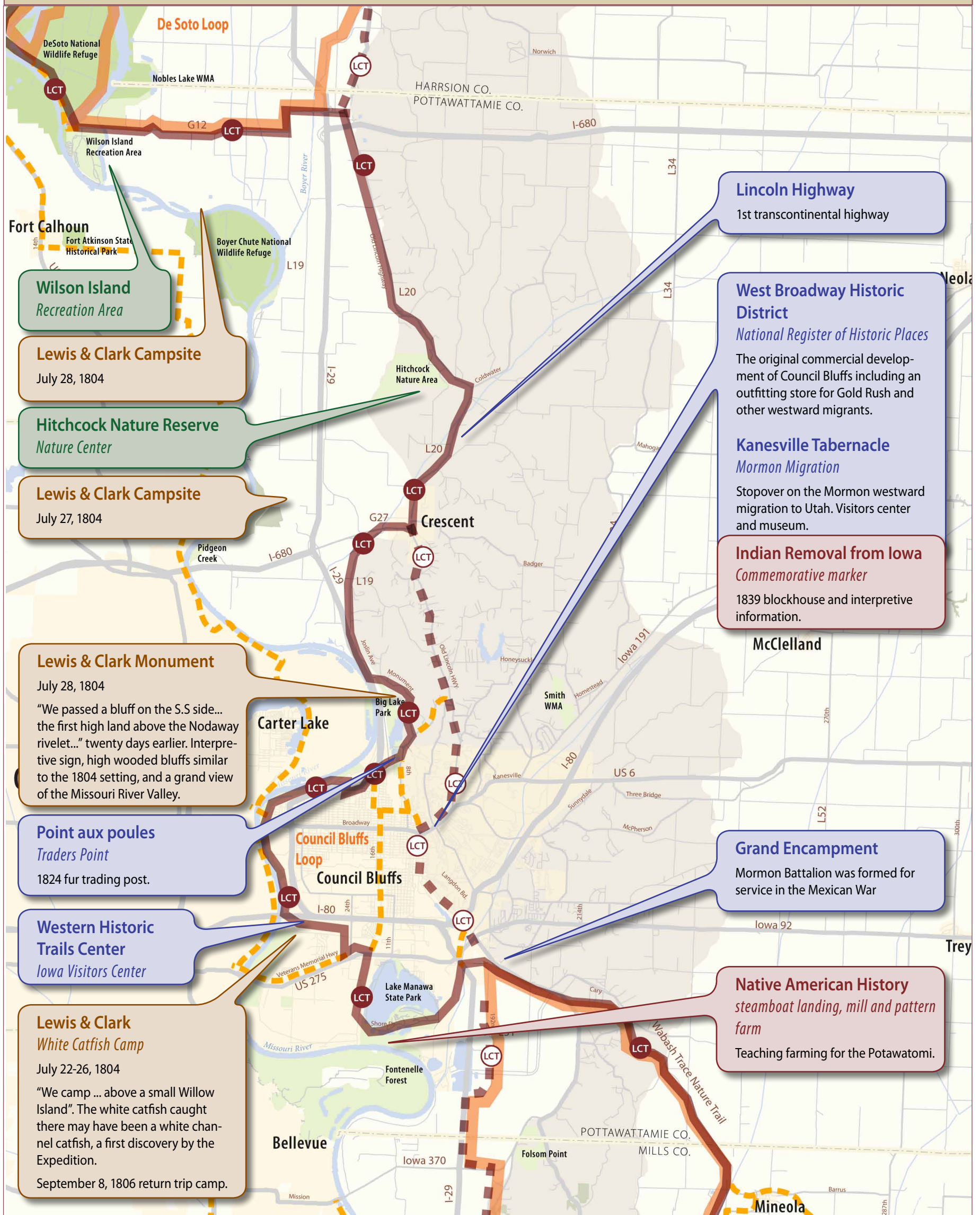
Preparation Canyon State Park
Early Mormon settlement

This settlement was made by a group who had broken off from the main Mormon migration west and decided to settle in Iowa. The Preparation colony dissolved in 1858.

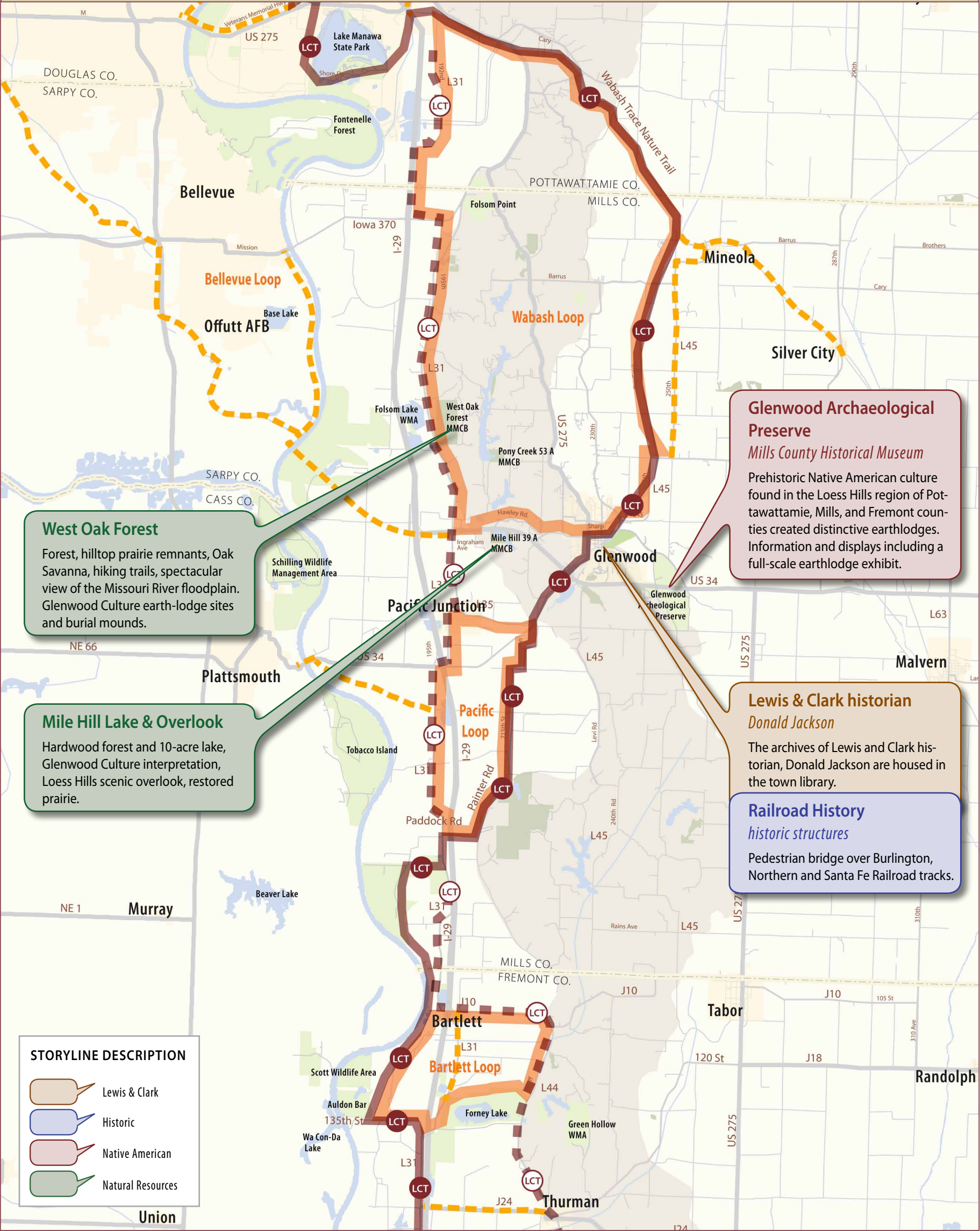
HARRISON COUNTY



POTTAWATTAMIE COUNTY



MILLS COUNTY



FREMONT COUNTY

